

the Commission, he had intentionally refrained from collecting troops in Paris previous to the outbreak in June, and purposely delayed making use of them, until the insurrection was at its height, in order that he might acquire more honor in restoring tranquillity, and consequently a greater claim to the Presidency of the Republic. This, in fact, was the burden of all the accusations which MM. St. Hilaire, Garnier Pages, Vagner, Duclerc, and Ledru Rollin did bring forward on the day of discussion. To such a tissue of calumny and absurdity, General Cavaignac found no difficulty in replying. He spoke for more than three hours in his usual straightforward and soldierlike manner. He receives great praise in the Paris journals for the talents as a speaker which he exhibited; his manner was calm, quiet, firm, and dignified, yet rising at times into great energy and dignity; his address has won for him golden opinions, even from his opponents, and has proved him to be a man of much higher powers than he had previously received credit for. The discussion ended with a vote of confidence, moved by the father of the house, M. Duport, (de l'Eure), and carried by 504 votes against 46. There were 145 members present who did not vote, and 205 members absent on leave; the greater part of whom vote usually for General Cavaignac. If the whole number of deputies (900) had been present and voted, the result would probably have exhibited nearly the same proportionate numbers. The event is a great triumph for Gen. Cavaignac and his friends, and has made the election more uncertain than ever. A million of copies of the General's speech has been subscribed for to circulate through the departments; and M. DE LA MARTINE is said to have decidedly withdrawn from the contest, transferring his support to General Cavaignac, with a promise of the Vice Presidency of the Republic. Louis NAPOLEON has published a very calm and quiet, but yet almost unmeaning *exposé* of his principles: it will not help his cause. The report is very strong again that, in case of his election, M. THIERS will receive a *carte blanche* to form the administration; and that the Prince is about to issue a sort of *ad captivum* address to the working classes, stating that labor and good wages will be provided for them, by the resumption of the work on the railways and other unfinished public undertakings. CAVAIGNAC's star is now undoubtedly in the ascendant, but many changes may take place during the ten days which have yet to elapse before the election.

The finances of France are in a deplorable condition; every new statement shows more worse than the last preceding one. The customs have diminished more than twenty-five per cent. since October 1847. Imports of every kind, except raw cotton, exhibit enormous diminutions. The exportations, with the exception of those articles on which a bounty has been paid, are in the same position. The falling off in the commercial shipping amounts to one million of tons.

It is difficult to epitomize the news from GERMANY. The three points of interest are Berlin, Vienna, and Frankfurt. As respects the first, and the affairs of Prussia generally, we only know that the Assembly has not withdrawn its demand that the troops in Berlin should be dismissed, with the understanding that peace and order having been re-established in that city, the Assembly shall not be transferred to Brandenburg. Deputations from Coblenz, Cologne, and Trèves have expressed the same desire, and further that the King should dismiss his present unpopular Ministry, and supply its place with one that shall possess the confidence of the people. The number of Deputies to the Assembly at Berlin amounts to nearly 300; and they have received upwards of one thousand addresses, urging them to remain firm in their opposition to the Court party. The King appears, from the last news which has been received, to insist upon the Assembly meeting at Brandenburg, and it is reported that 140 members of the Right, several peasants who belong to the Left, and some Roman Catholic ecclesiastics, members of the Assembly, have met there in obedience to his Majesty. The majority still holds out at Berlin, and the proceedings at Brandenburg are, of course, of no effect. The dissolution of the Brandenburg Ministry and the meeting of the Assembly at Berlin are declared to be the only terms to which the Deputies at Berlin will agree. Dusseldorf, Mainz, and Breslau are in a state little short of rebellion, and disaffection is evinced in some of the regiments of the line.

Mr. VON GAGERN, the talented President of the Central Parliament at Frankfurt, has arrived at Berlin. It is said that he has been called there by the King to form a new administration for Prussia. He states himself that his visit is merely one of curiosity, that he may see the actual state of affairs and judge for himself. He has had an interview with the King. Nothing less than business of great importance can have taken him to Berlin. It is very unsafe to assert any thing about AUSTRIA. It seems to be certain, however, that the Austrian Diet has assembled the small town of Kremsier, in obedience to the Emperor's commands, but under a protest that neither the Crown nor the Ministry has the right to remove the Diet at its pleasure. They have assembled at Kremsier, they say, that their refusal to do so might not augment the troubles at Vienna. One of their first acts was to re-elect M. SMOLKA as their president; not a very palatable election, we suppose, to the Court party, seeing that he had been the president of the Diet whilst it was in opposition to the Emperor at Vienna. The members of the Left of the Diet assembled at Kremsier have resolved to vote unanimously against admission to Germany, and to testify no sympathy whatever with the Frankfurt Parliament. The distress of the working classes at Vienna was becoming so intense that, notwithstanding the severe laws against associations and assemblies, the laborers in the suburbs have been to form clubs, and numbers have been arrested for attending them. The feeling in Vienna is so intense, that the Courts of St. Petersburg, Olmutz, and Potsdam—in other words, those of RUSSIA, AUSTRIA, and PRUSSIA—have formed a holy alliance. The Emperor of Russia evidently approves of what has been done at Vienna, for he has written highly complimentary autographic letters to WINICKOWSKY and JELACHOWICZ, and forwarded orders of knighthood and splendid insignia to them.

There is very little new at FRANKFORT. The Diet is still busy with the constitution. A growing opinion appears to exist in Germany that the Frankfurt Parliament, or at least the Central Government, was cognizant of recent proceedings at Vienna and Berlin; that the Viennese were paralyzed by counsel received from Frankfurt; that VON GAGERN's mission to Berlin is coupled with some further designs against the liberties of the people; and, in fact, that the Archduke JOHN is an accomplice of the Sovereigns of Austria and Prussia. We cannot help considering all these doubts of the honesty and integrity of the Central Government as tares sown in the public mind by an enemy. We do not place unlimited trust in public men, but we would not willingly abandon our confidence in our old favorite, the ironmaster of Styria; and as yet we do not see any reason for doing so.

Our news from ITALY commences with the death of the Prime Minister of the Pope at Rome, Count ROSSI, by the dagger of an assassin. Thus has a man who, by almost universal opinion, seemed destined to take a principal part in the great political drama which is only now, we fear, commencing, removed from the stage. ROSSI was unpopular with the lower classes of the citizens; he was haughty and uncompromising; he used injudicious and unbecoming language towards his opponents. He literally received his death-wound whilst brav-

ing by gesture and expression the hostility of the mob; he died within five minutes afterwards. The assassin is known, but has escaped. The death of ROSSI was the signal for the pent-up democratic spirit of the Roman populace to burst its bonds. About noon of the next day more than thirty thousand people marched to the Chamber of Deputies to require the latter to demand of the Pope a democratic Ministry, and a recognition of Italian nationality, and other constitutional concessions. The people were not satisfied with the answer which his Holiness returned to the Deputies. A skirmish took place between the people and the Swiss Guards, which ended by the people's threatening to take the Quirinal palace by assault, and to shoot all persons, except the Pope, who should be taken in it. The Pope then consented to form a liberal Ministry, with MAMIANI and GALETTI at its head, and to refer the other demands of the people to the decision of the Council of Deputies. Such, however, is the state of the public mind in Rome that the Pope, according to some accounts, has fled to Naples; to others, he has arrived in Civita Vecchia, waiting for means to pass over to France; and so others, that he is still in Rome, seeking an opportunity to escape. One thing is certain, the temporal power of his Holiness is at least suspended in Rome, and that city is in the hands of the populace. The French Government has been applied to by the Catholic clergy to take measures in favor of the Sovereign Pontiff. Gen. CAVAIGNAC has ordered instant measures to be taken for the personal liberty and security of his Holiness. A division of 3,500 men has been ordered from Marseilles, under the command of Gen. BEDEAU, to Civita Vecchia, to protect the Pope, and offer him a safe conveyance and an asylum in France. This is to be the only business of the French soldiery. France does not intend to interfere in any way with the political proceedings or the internal condition of the Roman States. Thus will strict neutrality be preserved, and the safety of the Pope, it is hoped, secured. This prompt action of Cavaignac in aid of the head of the Catholic church will, it is said, secure him the support of all the Catholics of France at the approaching election—the greater part of whom have hitherto stood aloof from the contest. This revolution in Rome is pregnant with most important consequences, but some time must elapse before any one can safely pronounce what they will be. The great mistake of PRUSIA was, his placing power in the hands of one of the Guizot school of politicians. Count ROSSI was an able diplomatist, a man of great talents and acquirements, but his leading principle appears to have been resistance to popular demands and contempt for popular opinion.

AUSTRIA has agreed to accept the mediation of the Congress which is about to assemble at Brussels in relation to the dispute between her and Sardinia. The elections at Naples have terminated in favor of the Liberal party, and a very large majority against the present Ministry. The King confines himself to his palace, and is making great exertions to increase his army, which now amounts to ninety thousand men. He appears determined to carry out his plans on Sicily, should diplomacy fail. CHARLES ALBERT has issued a proclamation declaring null the decree of RADEZKY, which imposed the forced contributions upon the nobles of Milan, and rendering void all sales and alienations of property made in accordance therewith.

DECEMBER 1ST.—We have no news of any importance this morning. The Pope is supposed to be yet in ROME, but literally without any temporal or political power.

The fragment of the PRUSSIAN National Assembly which met at Brandenburg did not amount to a quorum, and was consequently incapable of any legal action. The news from VIENNA is unimportant, except so far as relates to a strong rumor of the death of Gen. RADEZKY. All is quiet in Paris. The Court of Appeals has come to a decision that there are no grounds for prosecuting the Ministers of LOUIS PHILIPPE for the orders given by them during "the days of February." This will probably lead to the return of M. GUIZOT to France. There will be a week of scrutiny, after the 10th, of the votes given at the Presidential election, which will be a week of great excitement. It is anticipated in Paris with very fearful apprehensions.

The deaths of Lord MELBOURNE and of Mr. CHAS. BULLER have occurred during the week. The first lived in the history of the past; the latter was in the prime of life, and in the midst of a highly useful and honorable career. Few men in the House of Commons were more looked up to and depended upon, and there are few who could not have been better spared from the councils of the nation than CHARLES BULLER. Nothing new, either literary or theatrical.

FRENCH PAPERS.

The French papers are too much taken up with their own election to give much attention to the result of ours. In several papers, however, in Paris, it is mentioned, and hailed, with approval and the expression of much satisfaction. *La Semaine* says: "Our private correspondence assures us of the election of the President of the United States. General ZACHARY TAYLOR has been chosen by a majority hardly less imposing than that obtained in 1840 by General HARRISON. His bravery, his firmness, and his independence prove him to be a man admirably qualified to be placed at the head of affairs." The *Constitutionnel* has the following:

"General TAYLOR will bring to the Presidency of the United States a great name, a spotless reputation, a probity above all suspicion, a loyal and firm character, and, above all, a sincere love of peace. Gen. TAYLOR conducted with vigor and talent the war with Mexico, a war which he opposed as impolitic and unjust. Mr. CASS, on the contrary, had inspired great uneasiness, from his mischievous disposition and his insatiable passion for conquest. He was the defender of the war with Mexico, on many grounds, and adversary of the treaty which terminated it; he allowed it to be said and repeated that he would be the supporter of all the attempts made to lead to the complete absorption of Mexico. Without believing, with his adversaries, that he ever thought of intervening in favor of Ireland, or of taking Cuba from Spain, it may be imagined, without injustice, that the presence at the head of affairs of a man like Gen. Cass would have been an encouragement to seekers of adventures, and the signal of new aggressions against Mexico."

"All who feel an interest in peace not being troubled by the Atlantic, in the United States not being obliged to levy heavy duties on European imports to keep up their armies, will easily comprehend all the satisfaction that the election of General TAYLOR ought to cause the English. Such persons as are interested in the triumph of principles—the true friends of the Americans, who could not see without regret the manner in which the affairs of the Union have been conducted for the last eight years, will not be less pleased with an electoral revolution which carries to power enlightened men, enemies of violence and corruption."

LIVERPOOL MARKETS, DECEMBER 2.

COTTON.—In the early part of the week an advance of 4d. had been experienced in Cotton, but afterwards, and immediately before the steamer sailed, this advance had nearly or quite fallen off, leaving the market steady. Fair Mobile was quoted at 4d., Upland do. 3d., and New Orleans 4½d. The same descriptions of middling qualities were selling at 2½d.

BRANDSTUFF.—Best Western Canal Flour, duty paid was selling at 27 to 28 shillings. Corn Meal sold at 18s. per hl. Indian Corn had declined, with sales of best yellow at 3s. 3½d. per quarter of 480 lbs.

CHRISTMAS PRESENTS.—Animals, Souvenirs, and Illustrated Books, in great profusion. Jeweled Boxes of every sort and Toy Books; Rosewood writing Desks, Portfolios, and Gold Pencils. TAYLOR & MAURY, new Bookstore, near 3rd street.

FROM CHINA.

By the last arrival from Europe we have advices from Hong Kong to the 28th September.

All accounts agree in stating that some disagreement has occurred between the Hon. JOHN W. DAVIS, the United States Commissioner, and the Chinese Imperial Commissioner at Canton; the particulars of which we find more clearly stated in the subjoined postscript of a letter to an India paper than anywhere else:

CANTON, SEPT. 27.—The new Governor of Canton, who affects a supercilious bearing towards all foreigners, and refused some months ago to grant an interview to the Spanish ambassador, has contrived to get into an awkward squabble with the Minister of the United States. For some time the Governor refused to fix a day for receiving Mr. DAVIS, and when he at last appointed one, he did so while that gentleman was absent at Macao.

Mr. DAVIS, as soon as the intimation was conveyed to him, sent word that he would wait on his Excellency at the time appointed, and left Macao without delay, but was retarded in his progress up the river by contrary winds and reached Canton a day too late. He sent an explanation and expression of his regret to the Governor, (SEU), requesting that another day might be fixed.

To this application an answer was returned of so insolent a tenor that Mr. DAVIS deemed it inadmissible, and returned it with a note to the following effect: "I shall wait a few days for an apology, and, if that is withheld, it remains for me to decide whether at once to blockade the river, or to proceed to the northward to see what I can do there. The Plymouth and Preble, (ships of war), now here; and the Ohio, line-of-battle ship; the Dolphin, 10-gun brig; and the Princeton, steamer, shortly expected, afford ample means to enforce my demands."

We also have accounts of a very severe typhoon which was experienced in the "free ports" on the 31st of August and 1st September, and did serious damage to the shipping. A number of Chinese fishing and smuggling boats were lost, and many of the crews drowned. The United States ship *Plymouth*, Captain GEDNEY, was instrumental in saving some lives, and her commander was ready to afford every possible aid to the crippled European vessels. It will be seen by the following letter to the Editors that an Officer of this ship takes occasion to compliment the mechanics of our Navy Yard by attributing her escape from damage to the great superiority of her anchor and chains, (manufactured by them):

UNITED STATES SHIP *PLYMOUTH*, WAMPOL, SEPT. 25, 1848.

We are still here at the request of our Commissioner, Dr. DAVIS, who has had some difficulty with SEU, the Governor of Canton, about his reception. The *Preble*, Commander GRISWOLD, has arrived from the Pacific; and, as Dr. DAVIS has written to the Commodore requesting him to bring his vessel, we are looking out for them every moment.

We had a terrible gale of wind on the night of the 31st of August and 1st of September. Of twelve large ships and brigs at anchor near us, only six held on, and the masts of all were blown away as if made of reeds. A fine large English ship sunk, and the lives of all hands placed in imminent peril. As soon as we could, we sent our boats out and picked up a great many, and among them a woman and three small children. Under the protection of Heaven, we are indebted to our anchor and chains for our safety. They were made in the Washington Yard, and you may tell Dr. D. to say to the master-workman if he always makes as good chains as these no ship need fear riding by them in any wind.

THE GIRARD COLLEGE.

The North American states that it is the intention of the Board of Directors of the Girard College for Orphans to commemorate the opening of that institution by a public discourse from Job R. TYSON, Esq., on the first anniversary, the first day of January, 1849.

We are glad to learn (says the North American) that the college is beginning to realize the views of its founder. More than two hundred poor orphan boys are now within its walls, receiving the elements of a sound practical education, and evincing the benefits of the excellent discipline in which they are being reared, and enjoying an exemption from sickness rarely noticed among such a number of persons.

THE PANAMA RAILROAD.

Our treaty with New Grenada, which grants to the United States the free and uninterrupted right of way over the Isthmus of Panama, binds us also to guaranty the neutrality of that important region, as well as the authority of New Grenada over it. In this particular we have departed—whether wisely or unwisely remains to be seen—from the past policy of the Government, which has been to avoid all foreign entanglements. We assume the task of guarding and protecting the Isthmus, just as much as if it belonged to us. Fortunately, the right of way is in itself more valuable than the possession of the land, with the sole and absolute political control over it; and the burden of the treaty being unavoidable, nothing remains for us but to make its advantages as great as possible. The United States should do all that is right and proper to ensure, within the three years, as offered by the petitioners, the completion of the Panama Railroad, which will prove so important—we might say, so necessary—in immediately promoting the prosperity of California and Oregon, and uniting them to the republic at once in all the doubled bonds of affection and interest. We shall want other routes of intercommunication, and railroads, too, across the continent, and they will come in time. But it is neither safe nor necessary to wait the long period till they can be surveyed and built, while a practicable scheme is offered us of the Panama railway, to be in full operation, with locomotives running in two hours from sea to sea, before General Taylor shall have completed the third year of his term of administration.—*North American*.

THE WAY TO PREVENT WAR.—It does not need a peace Congress to tell men that war is terrible and peace judicious; the whole object of later wars has been to secure peace. If, then, peace is broken, depend upon it that the infraction is the work of influences larger than those within the scope of non-resistance meetings. Peace or war is determined not by the resolve of any one nation, still less of any one council, but by the state of the people, the relation of classes within kingdoms, the social condition, the degree of education, the drift of the literature, the bearing of the arts, the tendency to physical or to intellectual activity, the pressure of institutions, of wants, or prejudices, and a hundred other agencies. The resolve of a nation is not a simple act of free-will, brought about by cool judgment on well-considered arguments, but is the product of the hundred elements which go to form the multitudinous mind of the nation and to impart its bias. The true peace training of a nation is that which makes it enlightened, independent, and strong, so that it can be neither deluded, frightened, nor forced into war.—*Boston Courier*.

HANSON'S TRIESTE.—The prize of one hundred dollars for the best letter written for the *New York Organ* (a weekly paper of severe tone) standing, and large circulation) has been awarded to Mr. C. W. DENISON, of Boston. It is called "*Gertrude Ruess*," and is already commenced in the *Organ*.

A new locomotive engine has been invented in England, which runs upon one pair of wheels, the frame which supports it being bolted to the passenger or freight car, which is behind it. It is quite simple and economical.

BARNARD, the Artist, who spent ten years and nearly ten thousand dollars in the completion of his magnificent panorama of the Mississippi, has met with much success in Europe.

FROM CALIFORNIA.

We have files of the Californian from San Francisco to the 7th of October. In reference to the slave question the editor says:

"We believe we echo the sense of the country when we assert that slavery is neither needed nor desired here, and that if their voice could be heard in the halls of our National Legislature, it would be, as the voice of one man, 'rather than put this blighting curse upon us, let us remain as we are, unacknowledged, unaided.'"

The Plover sailed from Honolulu, August 24th, for Behring's straits, with supplies for Sir JOHN ROSS, the Northwest passage explorer, should he have arrived in that vicinity.

The editor of the Californian announces the stoppage of the Oregon papers; cause, the gold fever emigration is flowing thence to the Sacramento.

The Baltimore American publishes the annexed extract of a letter from a former resident of that place, dated at San Francisco on the 12th of October:

"I am selling off slowly the heavy part of my cargo, viz: Brown Shirting, Flies, Kremling, Stripes, Duck, Russia Sheet, Hardware, &c. All these articles are wanted. The attention of the whole population is entirely devoted to the gold region. They are going to and fro continually, taking up goods and bringing down gold dust in payment for their purchases. Much sickness prevails and many die—as much from want of medical attention and good nursing as from disease; but the truth is, they are so entirely absorbed by the mania for gold that they care nothing for comfort, and submit to every privation."

"You may believe the most extravagant reports of the abundance of gold on the Sacramento—it is to be had for digging. Some dig in the water, others in what is called 'dry diggings'; but all are successful, and value money but little. Packages of goods are exposed for sale, for want of room and laborers to store them, but this is attended with but little if any risk, owing to the general good conduct of the people. Since I have been here, I have not heard of a single breach of the peace. I hope to close my business in a month, and by that time the rainy season will probably drive sailors down to the port—at present they are not to be had."

"I do not think much change will take place in prices for articles particularly wanted, unless the supply should be very heavy. The emigration will be large, and their wants must be supplied. Pork has been sold to arrive from Columbia river at \$60 per barrel."

THE GOLD MINES NOT INEXHAUSTIBLE.

The New London Star, of December 11, publishes a letter from Thomas Douglas, Esq., of that city, who dates from "Gold Digging on American River, as early as the 16th of July, boasting of the wealth of the gold mines and the profits of his own digging and washing. Nevertheless, he mentions one or two facts which express a world of meaning, and are worthy of the attention of some of the sufferers from the California fever here at home, as showing that this wonderful gold mine resembles all other gold mines the world has yet known, in not being altogether inexhaustible. He describes the amount of gold taken out of the earth as being prodigious, there being 'hundreds of persons,' he says, 'who daily obtain from half a pound to two pounds,' &c. But he goes on to make the following observations:

"This cannot last long; very many of the rich deposits have already been thoroughly drained. The business is already precarious, depending very much upon luck in finding a rich place. Almost any one, however, with industry and activity," (and luck, as before, in finding a rich place), "may average from one to two ounces per day. Before, however, persons can arrive here from the States, it will, in all probability, be much less lucrative."

Really, these "rich places" are getting worked out very soon; and it is a hard case, if one must have good luck, before being sure of not getting into a very precarious business. Suppose, however, one has the luck to "average from one to two ounces per day," (what will be the profit, with gold at \$7 an ounce, (at which it was selling at San Francisco), and the cost of subsistence, and all the necessities of life, seven times as great in California as here? It will not be difficult to prove, by arithmetical calculation, that the "average" profits of gold mining must prove about equal to the average proceeds of labor at home, or about one or two dollars a day, no such great matter after all; or scarcely sufficient, at least, to reward the risks of emigration, and the cost of an expensive voyage and outfit.—*North American*.

BALTIMORE AND OHIO RAILROAD.—The aggregate revenue of the company, for the month of November, amounted to \$121,892.79. The transportation from the West into Baltimore, during the month, in some of the principal staples, has been as follows: Flour, 52,769 bbls.; coal, 4,869 tons; tobacco, 328 hhds.; grain, meal, &c., 384 tons; pork and bacon, 64 tons; iron, 720 tons; lard and butter, 376 tons; hops, 36,830 in number. The tonnage westward from Baltimore to all points of the road has been 5,962 tons, and the revenue therefrom \$15,052.

SOUTH CAROLINA RAILROADS.—A bill appropriating two hundred and fifty thousand dollars of the stock of the State in the South Carolina Railroad Company to the Greenville and Columbia Railroad, and a similar amount of the same fund to the Charlotte Railroad, has been read twice in each branch of the Legislature by such majorities as places its final passage beyond doubt. This timely assistance will no doubt ensure the completion of both roads, and we congratulate the friends of both on the auspicious event. A bill appropriating a similar amount of the same fund to the Manchester and Wilmington Railroad received a second reading in the Senate on Saturday last, and will probably pass the House.

SAFETY OF MONKEYS.—A singular and almost touching drama was lately observed by the crew of a French ship-of-war, recently returned from a voyage to the seas of India. A dozen monkeys had been put on board and tied on deck, where they had delighted the old tars from morning till night with their frolics and gambols. Some, however, discontented with their short space allotted to them, broke their chains, leaped the captain's cabin, jumped over chairs and tables, split the ink on official documents, and behaved in such an inconsiderate manner that their death was resolved upon and the warrant signed on the spot. The order to throw these poor innocent victims overboard was received with general sadness on the forward deck. The old sailors, after a long consultation, came to the conclusion that a raft might be built upon which the poor creatures might at least find one chance of salvation. All hands were soon at work and the raft completed, a small mast made fast to it, a sail hoisted in the direction of the current, a good supply of biscuit and crackers and a cask of water were put on board, and the twelve unfortunate outlaws were abandoned to their unhappy fate. We have been told, and willingly believe, that the old sailors were moved even to tears, and, waving their hats, remained on deck, watching with anxious solicitude the frail embarkation until it was out of sight and disappeared toward the land, where they hoped it might go on shore on some neighboring coast.

[Boston Transcript.]

A TAME WOLF belonging to Mr. Harwood, of Cincinnati, lately attacked a man who was walking with Mr. H. The wolf took occasion to walk behind him, and before either was aware, seized the man by the thigh with his teeth, making a horrible wound. He continued snapping and biting him on both legs, notwithstanding every effort was made by Harwood to prevent him, until he had lacerated the fleshy parts of the limb in a dreadful manner. Several persons arrived on the spot, with pickaxes and other instruments, and succeeded in killing the wolf. The man was taken into the house, and his wounds dressed and attended to, and he is now doing well.

GEN. TAYLOR AND A CABINET MAKER.—An honest-looking mechanic went up to Gen. Taylor yesterday, and abruptly touching his beaver, asked, "General, hain't you got nothin' to do for me?" The General blandly told him he did not know, and at the same time inquired what might his peculiar business be. "I'm a cabinet-maker," was the reply; "and the way you've got a lot of work of that kind on hand just now." "Yes," replied the General, "but I have not commenced yet; besides, I see by the newspapers that I am likely to have more gratuitous help than I shall need." *Delia*, 3d inst.

COMMUNICATIONS.

PANAMA RAILROAD.

WASHINGTON, DECEMBER 21, 1848.

MESSRS. GALES & SEATON: As the proposed communication between the Atlantic and Pacific oceans by a railroad across the Isthmus of Panama is, from a host of most weighty considerations, deservedly attracting great public attention at this time, it has been suggested to me that a brief description of this isthmus, with reference to the facilities afforded by it for the construction of a railroad, (the immense importance of which, in a commercial, naval, and political point of view, is at this day almost incalculable,) would not be unacceptable nor without interest to the great mass of the readers of the National Intelligencer.

What I propose to state is the result of careful examination into this subject for many years past, and will also be derived from most interesting conversations with intelligent gentlemen near that section of country, but principally from a report made in 1845 to the French Government by M. Napoleon Garella, a distinguished Engineer selected by M. Guizot, First Minister of France, to make a thorough examination of the isthmus of Panama, particularly with regard to the practicability of constructing a ship-fanal, and incidentally to other modes of intercommunication.

M. Garella was furnished with the necessary assistants and instruments to execute the duty assigned him, and his own high professional reputation, with the report itself, furnish intrinsic evidences of the ability and faithfulness with which that duty was performed; and I think I may safely assert that this survey of M. Garella is the only one really deserving that name which has ever been made and published of the Isthmus of Panama.

The celebrated Baron Humboldt imagined there was no material difference between the levels of the water in the Atlantic and Pacific oceans, but M. Garella has ascertained, from careful and verified instrumental levellings and tidal observations, that the highest tides in the Pacific at Panama are 19 feet above the highest tides in the Atlantic at Chagres, and that the difference of elevation between the mean levels of the two oceans is 9½ feet.

The best point for the termination of a railroad on the Atlantic shore was found to be on the west side of Limon, or Navy Bay, which is five miles to the northeast of Chagres, and where there is considerable depth of water, good anchorage, and a much more salubrious climate than at Chagres. The terminus on the Pacific coast would probably be in the small bay of Vaca de Monte, a few miles to the westward of the village of Panama, and where, by means of a mole extending some distance into the bay, all the requisites for a safe and commodious depot might be obtained.

By adopting the above points as the termini of a railroad, a route presenting no serious obstacles of construction will be found, by leaving the Bay of Vaca de Monte on the Pacific, and running northwesterly to the valley of the river Camito; ascending this valley and that of the river Bernadino, and crossing the dividing ridge between the two oceans at Ahagayagua Point, by a tunnel 3½ miles in length; then descending the valleys of the rivers Bonito and Chagres until the Gatun is crossed; ascend the valley of the Gatun about two and a half miles, and sweep round some heavy spurs northwesterly to the terminus in the Bay of Limon. This route would involve the construction of eighteen small viaducts and bridges, ranging from 20 to 230 feet in length; but the heaviest portion of the work would unquestionably be the tunnel, which, though only about one-twelfth of the entire length, would probably cost one-sixth of the whole expense of the road. Ahagayagua, the lowest point on the dividing ridge, is 460 feet above high water in the Pacific, ten miles by this route from Vaca de Monte, and thirty-six miles from the Bay of Limon. From external appearances, this tunnel would be constructed through solid rock, which could be accomplished with facility, and a portion of the excavated material be used for the mole required at the terminus in the Pacific, by first building that division of the road. The proposed line of road would be within a grade of 46 miles in length, and would not require any track to exceed 20 feet to the mile, nor curve of less than 3,100 feet radius.

The isthmus abounds with freestone, quarries of beautiful porphyry, and rough stone for ordinary masonry can be obtained of extreme hardness and with great facility throughout the entire route: a very fine-grained durable limestone is also found in abundance near the village of Varnos-Varnos, on the Chagres river. The vast forests which almost cover the isthmus, and which cease only to give place in some points to savannas or prairies, and occasional fields of maize, rice, bananas, and sugar-cane, contain a very great variety of different kinds of timber, of the peculiar properties of which not much is yet certainly known, but amongst those in general use are the quipo, medlar, (in Spanish *nispero*), mangrove, cedar, mahogany, and gayer. The quipo is the tree from the trunk of a single one of which the Indians make the boats in common use on the Chagres; it is straight, nearly cylindrical, and is sometimes found sixty-five feet in height, free from branches or knots, and from seven to ten feet in diameter; the *nispero* is a most valuable wood for carpentry of a permanent description; it is hard, heavy, impervious to the attack of worms, and so durable as to have been obtained for the sleepers of a projected railroad at Jamaica; the mangrove and cedar are both valuable woods, especially the cedar, which grows to a large size, and is the chief kind of plank used in the country; the mahogany is rather of an inferior quality; and the gayer is so extremely tough as to be used only for the cylinders of sugar mills and other similar objects; the caoutchouc is also very plentiful, but has not as yet been brought into general use.

That part of the isthmus which belongs to Grenada is thinly inhabited, but a sufficient number of laborers, it is thought, could be obtained from that and the adjacent countries, who would have the advantage of being acclimated, and who, under careful supervision, would soon become sufficiently expert in the use of the spade, shovel, and pickaxe; all the masons, carpenters, and master workmen would have to come from the United States, and could work during the rainy season from June to November, under tents and sheds suitably located.

The immense herds of cattle scattered through the isthmus, and now killed in a great measure solely for their hides, together with the extraordinary fertility of the soil on the large savannas and meadows, where in eight months the magnificent fields of corn, rice, bananas, sugar-cane, &c. could be grown, places the economical subsistence of the large body of men required for such an undertaking beyond all reasonable question.

The present climate of the isthmus is undoubtedly insalubrious, but not of that pestiferous nature which it is common to attribute to it; the most unhealthy portion is that of the mouth of Chagres river, which it is not proposed to approach within five miles; a distance apparently very trifling, but which from the peculiar differences of location makes a very decided distinction in relative salubrity; and I think it can hardly be questioned but that when the energy, activity, and enterprise of our citizens take the place of the supineness, lethargy, and heedlessness of the present inhabitants, and are exerted in draining the low lands and clearing up the forests, and similar works attending the construction of a railroad, and thus opening a passage for a free current of pure air to flow and refresh from the Atlantic to the Pacific, the climate of the isthmus will be considerably modified and materially improved.

For the peculiarly great advantages attending the early completion of this road, I cannot do more than refer to the report number 596, presented May 4, 1848, to the House of Representatives by the Hon. T. BUTLER KING, from the Committee on Naval Affairs, in which the reader will find a mass of thoroughly-digested and very interesting material relative to the other terminus of the road, and the time as to when it is to be completed. I have not given here my estimates in detail for the construction of the railroad under consideration, because they are unsuited to the present publication; but I should be very unwilling to state that a firm, substantial, and durable railroad, worthy of the magnitude of the undertaking and of the magnitude of the interests involved—and I trust that none other will be attempted—will at all the necessary warehouses, depots, locomotives, boom-jerricks, &c. can be finished and put in complete running order for less than three millions of dollars, though it is now believed that for that amount a noble railroad across the isthmus may be constructed and so arranged that a vessel arriving at either end may haul up alongside of the mole, discharge her cargo and have it transported to the other terminus in a period of time as shortly as to any tonnage those who are now disposed to be incredulous on the subject.

Very respectfully, your friend and obedient servant,
H. A. GOLDSBOROUGH.

A CARD.

To the Editors of the National Intelligencer:

HOUSE OF REPRESENTATIVES, Dec. 18, 1848.

On the 28th of October last the New York Herald contained a letter, bearing date "Madrid, September 30, 1848," in which the writer, when speaking of the negotiation for the purchase of Cuba, said to be in progress between General SARDEN and the Spanish Government, says:

"I learned yesterday that one of the embassies has written a full statement of the matter to the Hon. JOHN M. BOTTES, of Virginia, with a view of bringing the purchase of Cuba before Congress, and to procure the aid of popular opinion in the negotiation."

The leading editorial of the same day contains the following statement:

"The public, however, may rest assured of the accuracy of the views we have given and the statements we have made, disclosing the commencement of the negotiation by our Government at Madrid. There is, besides, as our correspondent at Madrid intimates, abundant evidence of its accuracy in the hands of a distinguished member of Congress from Virginia. Whether that gentleman is favorable or hostile to the movement we do not know; but there is every probability that the acquisition of Cuba will be one of the most important and exciting topics of discussion in the approaching session of Congress. We do not make these statements lightly. We have never done so in this paper; and we should be extremely sorry to send forth to the world, among our numerous readers, throughout this continent and Europe, any piece of unauthenticated or fictitious intelligence. If our statements with regard to this question be not substantially correct, we challenge the Government at Washington or any of its newspaper organs to say so at once; and then we shall bring forth our evidence."

When the above articles first appeared I did not deem it necessary to notice them; but, since that time, the articles in the Herald upon the supposed negotiation seem to have attracted a large share of attention, as well among the English as the Spanish press; and by the Spanish press it is utterly denied that any such proposition has ever been submitted by the American Minister to the Spanish Government.

Whereupon the correspondent of the Herald from this city, under date of the 13th ultimo, writes:

"I have just received a letter from Madrid, and intend to make a call for information with regard to the Cuba affair," &c.

And the editor of the Herald, in his paper of the 16th, in another article on the same subject, repeats his statement of the 28th of October last, in the following language:

"But this is not all; nor is it ended. The Hon. Mr. BOTTES, of Virginia, a member of the House of Representatives, has also received a letter from Madrid containing the same information; and we believe that he intends soon to make a question of the subject to the Secretary of State. Whether the President or his Cabinet may consider it expedient or conducive to the public interests to